



# DEVELOPMENT & ACCESS STUDY

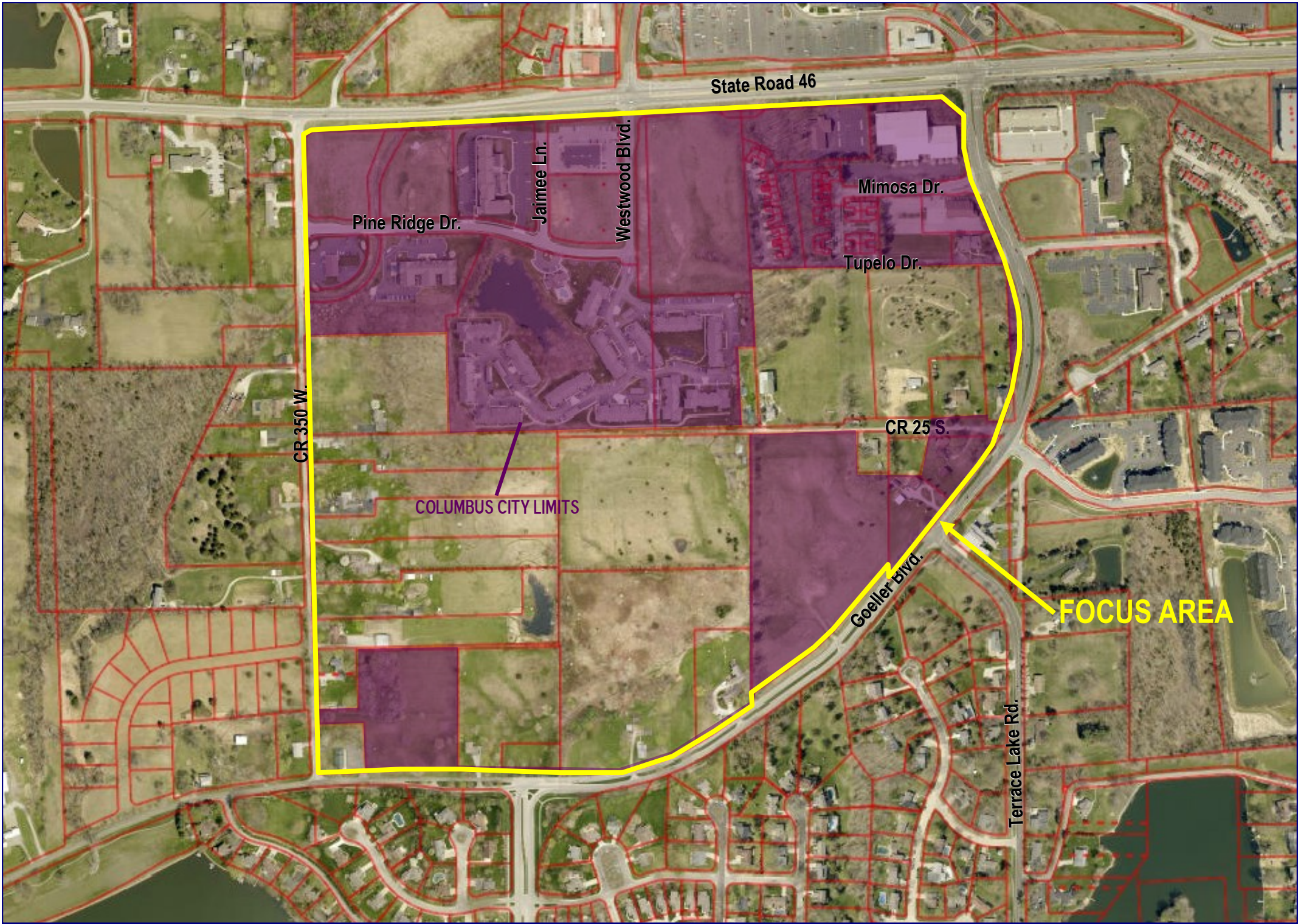
**BETWEEN GOELLER BOULEVARD & STATE ROAD 46**



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# FOCUS AREA



Over the past few years, there has been new development on the west side of Columbus off of Goeller Boulevard, south of State Road 46. During the review of these new developments, the City of Columbus Plan Commission had expressed concerns about additional traffic in the area and the preferred scenarios for access for these developing properties. In response to these concerns, the Planning Department has prepared a study focused on an area bound by State Road 46, Goeller Boulevard, and County Road 350 West (shown in yellow on the map).

This study highlights the existing conditions, potential properties that could develop in the future, and access constraints for the area. It will also illustrate access options and alternatives for properties in the focus area that have potential to develop in the future.

**FOCUS AREA TOTAL ACREAGE:**

+/- 137.6 Acres

**PRIMARY ACCESS STREETS &**

**THOROUGHFARE PLAN CLASSIFICATION:**

- State Road 46 (Principle Arterial, Commercial, Suburban)
- Goeller Boulevard (Minor Arterial, Residential, Suburban)
- County Road 350 West (Collector, Residential, Suburban)

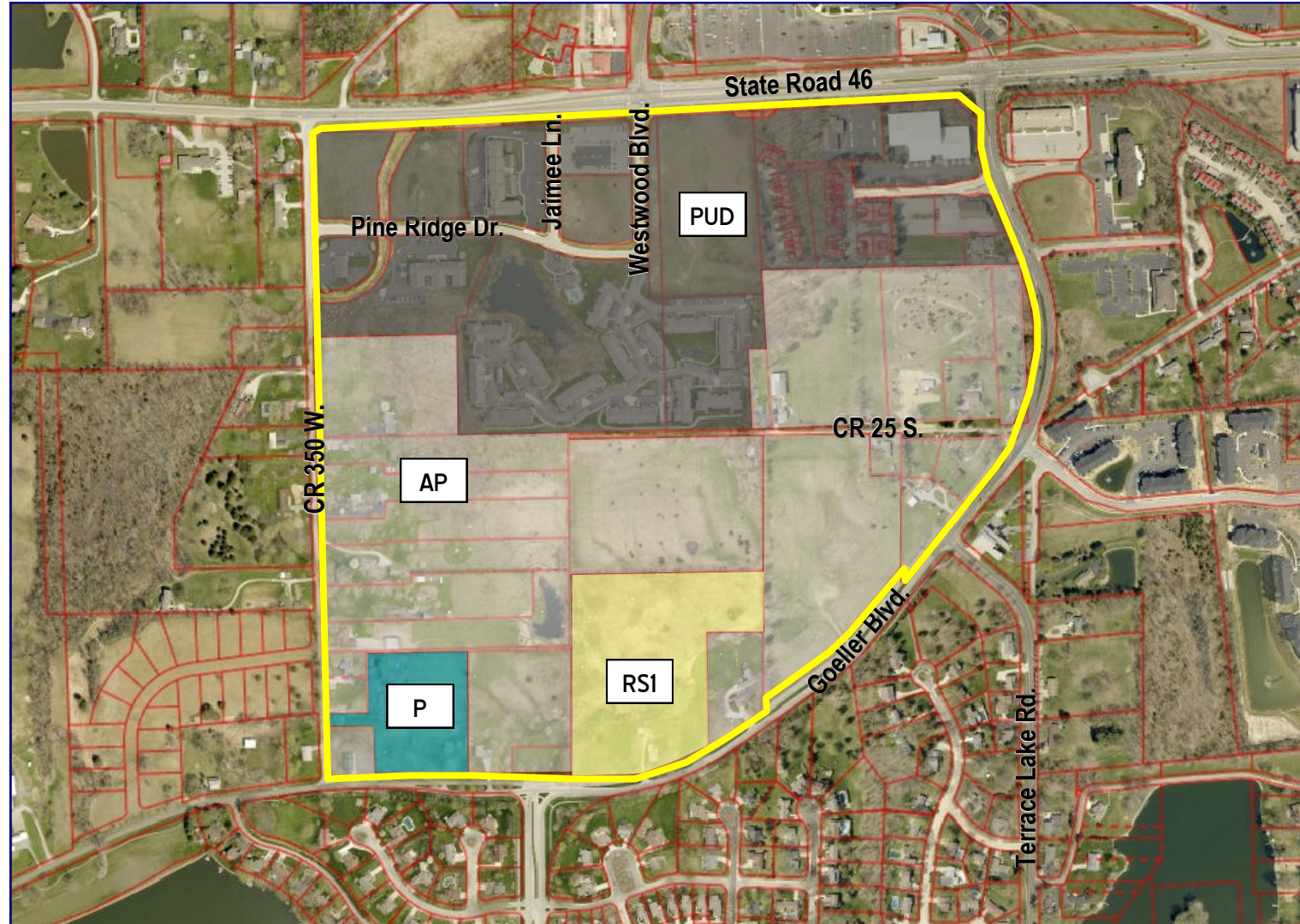
**SECONDARY ACCESS STREETS &**

**THOROUGHFARE PLAN CLASSIFICATIONS:**

- County Road 25 South (Local, Residential, Suburban)
- Pine Ridge Drive (Local, Commercial, Suburban)
- Jaimee Lane (Local, Commercial, Suburban)
- Westwood Boulevard (Local, Commercial, Suburban)
- Tupelo Drive (Private Street)
- Mimosa Drive (Local, Commercial, Suburban)



# EXISTING ZONING & CURRENT LAND USE



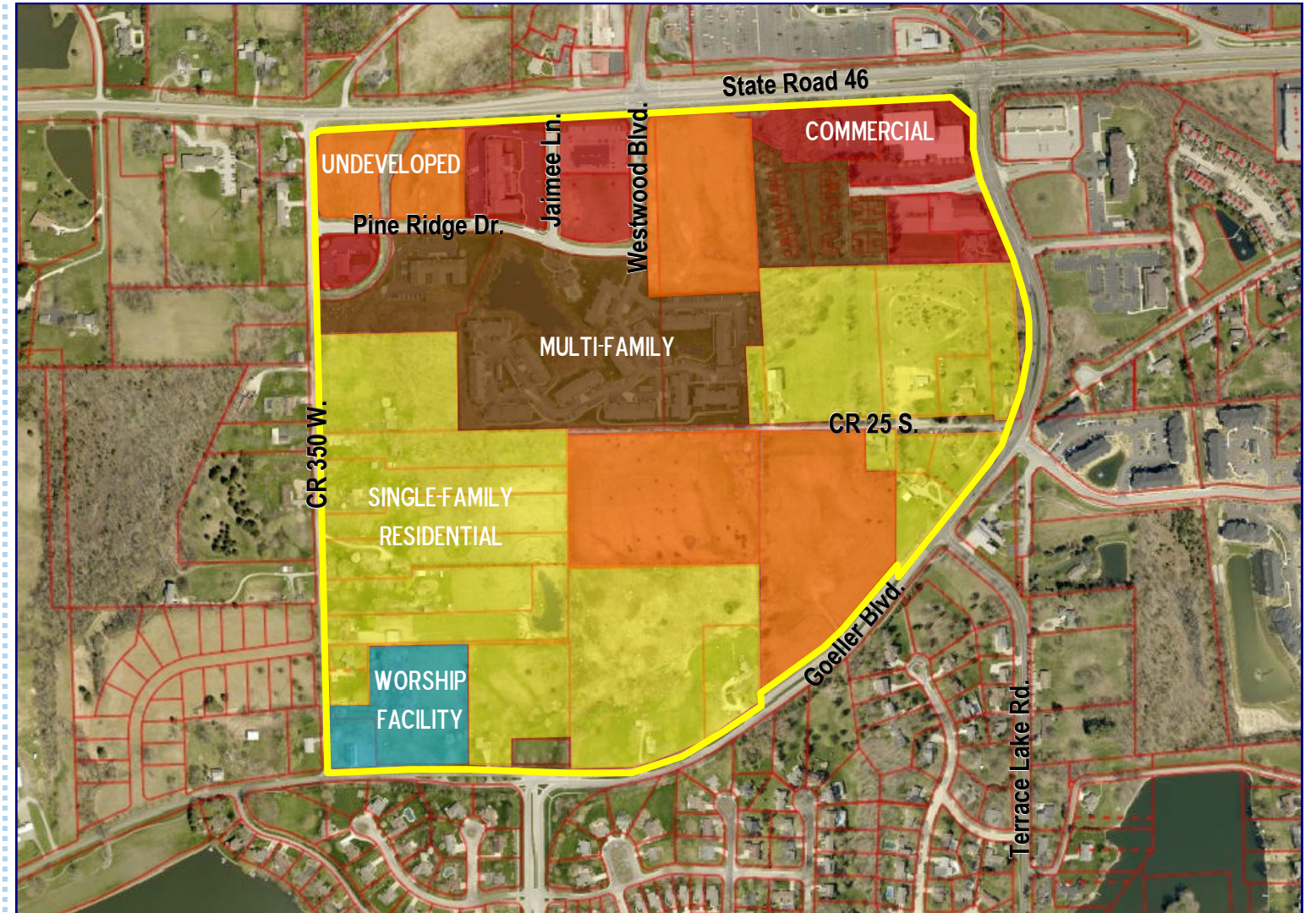
## EXISTING ZONING:

**P (Public/Semi-Public Facilities)** - This district is intended to provide locations for large-scale public facilities, worship facilities, and concentrations of other public institutions. This district should be applied to reduce land use conflicts and ensure that public and semi-public facilities are appropriately integrated into the community.

**AP (Agriculture: Preferred)** - This district is intended to provide an areas suitable for agriculture and agriculture-related uses. This district is further intended to preserve the viability of agricultural operations, and limit non-agricultural development in areas with minimal, incompatible infrastructure.

**RS1 (Residential: Single-Family 1)** - This district is intended to provide areas for low density single-family residences in areas with compatible infrastructure and services.

**PUD (Planned Unit Development)** - These properties are located within the Westwood and Woodcrest Planned Unit Developments. PUD's are intended to encourage innovations in land development techniques so that unique opportunities and circumstances may be met with greater flexibility.



## CURRENT LAND USE:

- Single-Family Residential Use**
- Worship Facility Use**
  - Church of Latter Day Saints
  - Mount Pleasant Christian Church
- Multi-Family Residential Use**
  - Westwood Pines Apartments
  - Green Tree Assisted Living
  - Woodcrest Villas
- Commercial Use**
  - Residence Inn
  - Best Friends Veterinary Clinic
  - CVS Pharmacy
  - Tipton Lakes Athletic Club
  - Medical Office Buildings
- Undeveloped Land (+/- 19.17 Acres)**



# POTENTIAL DEVELOPABLE PROPERTIES

Within the focus area there are 11 parcels that have the potential to develop in the future, due to their size, proximity to the Columbus Corporate boundary, and desirable location to the I-65 interchange and downtown Columbus. The map highlights these potential developable properties. Property G and Property H (shown in purple on the map) are located within a planned commercial subdivision where access and use have already been addressed, therefore they are not included in this detailed study. The single-family residential properties on County Road 350 West were not identified as potential developable properties due to their long and narrow shapes.

Properties A and F are likely to be developed together and they therefore were analyzed as a single site for the purpose of this study.

**ACREAGE:**

- A = 10.66 Acres
- B = 8.69 Acres
- C = 11.33 Acres
- D = 5.00 Acres
- E = 3.74 Acres
- F = 8.50 Acres
- TOTAL = +/- 47.92 Acres**

**COMPREHENSIVE PLAN FUTURE LAND USE:**

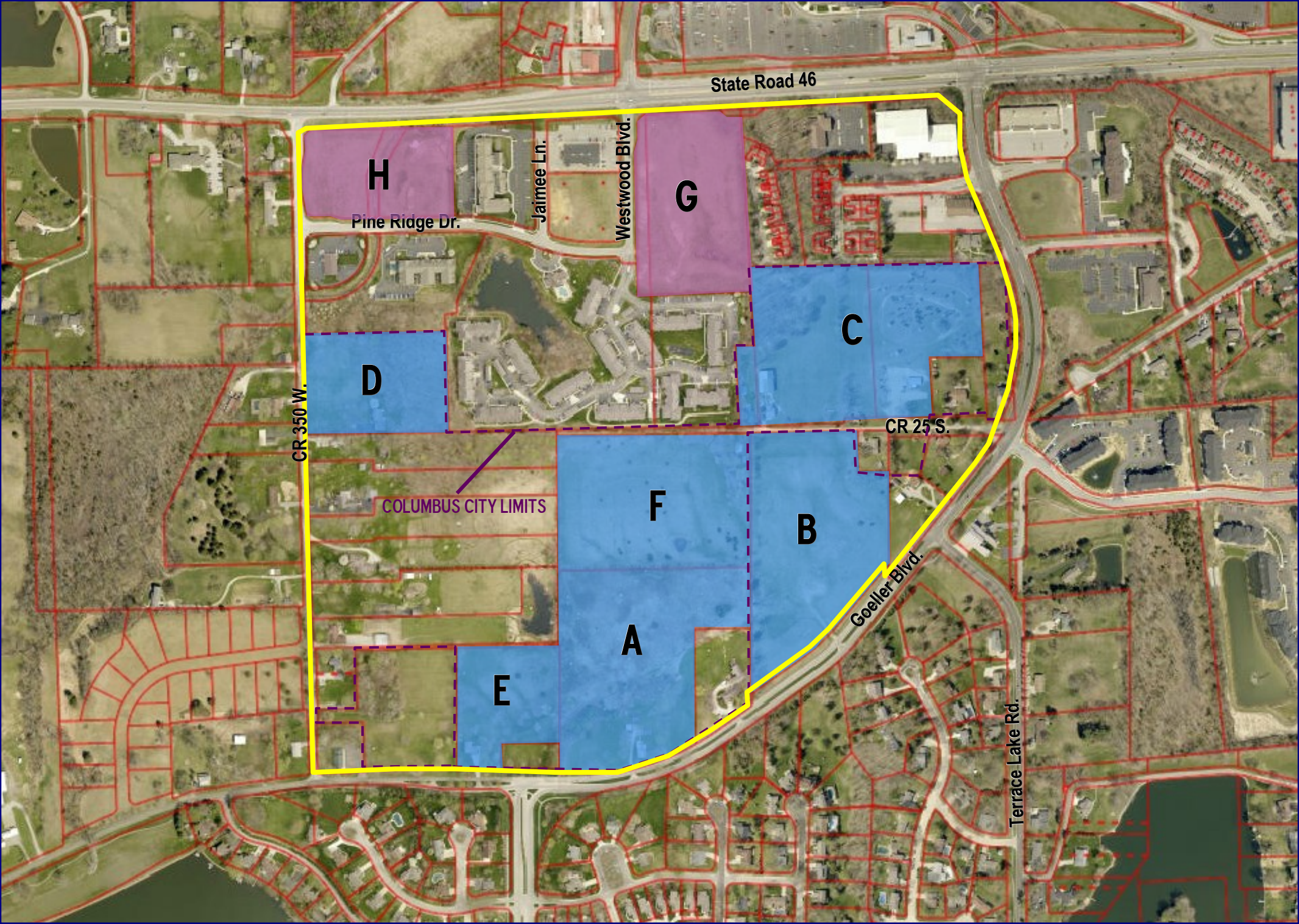
The Comprehensive Plan's land use plan element identifies a future land use for all parcels within the City's jurisdiction. The land use plan is intended to promote the community's values and to further the goals and policies by establishing land use principles for the City. The plan divides the jurisdiction into 8 different land use categories. The potential development properties in the focus area have either been identified as being residential or commercial.

**COMPREHENSIVE PLAN CHARACTER AREA:**

The Comprehensive Plan's land use plan element also divides the city into different character areas. The focus area is broken up into two different character areas, the Western Gateway Character Area and the Western Hills Character Area.

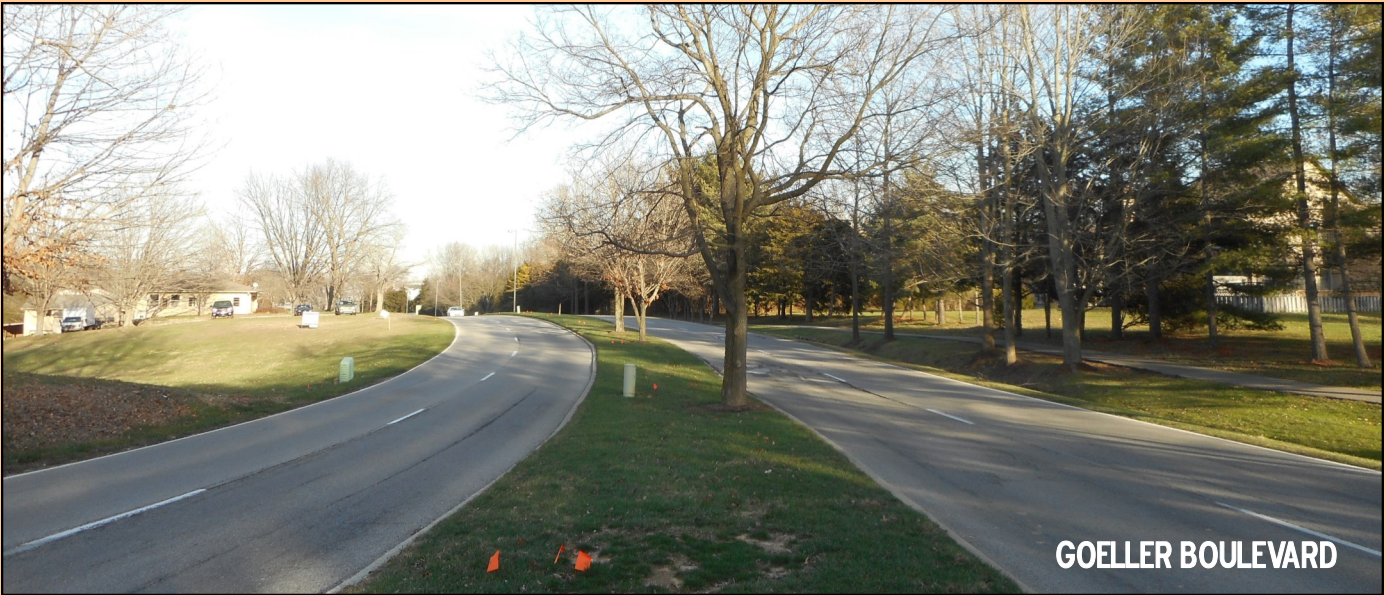
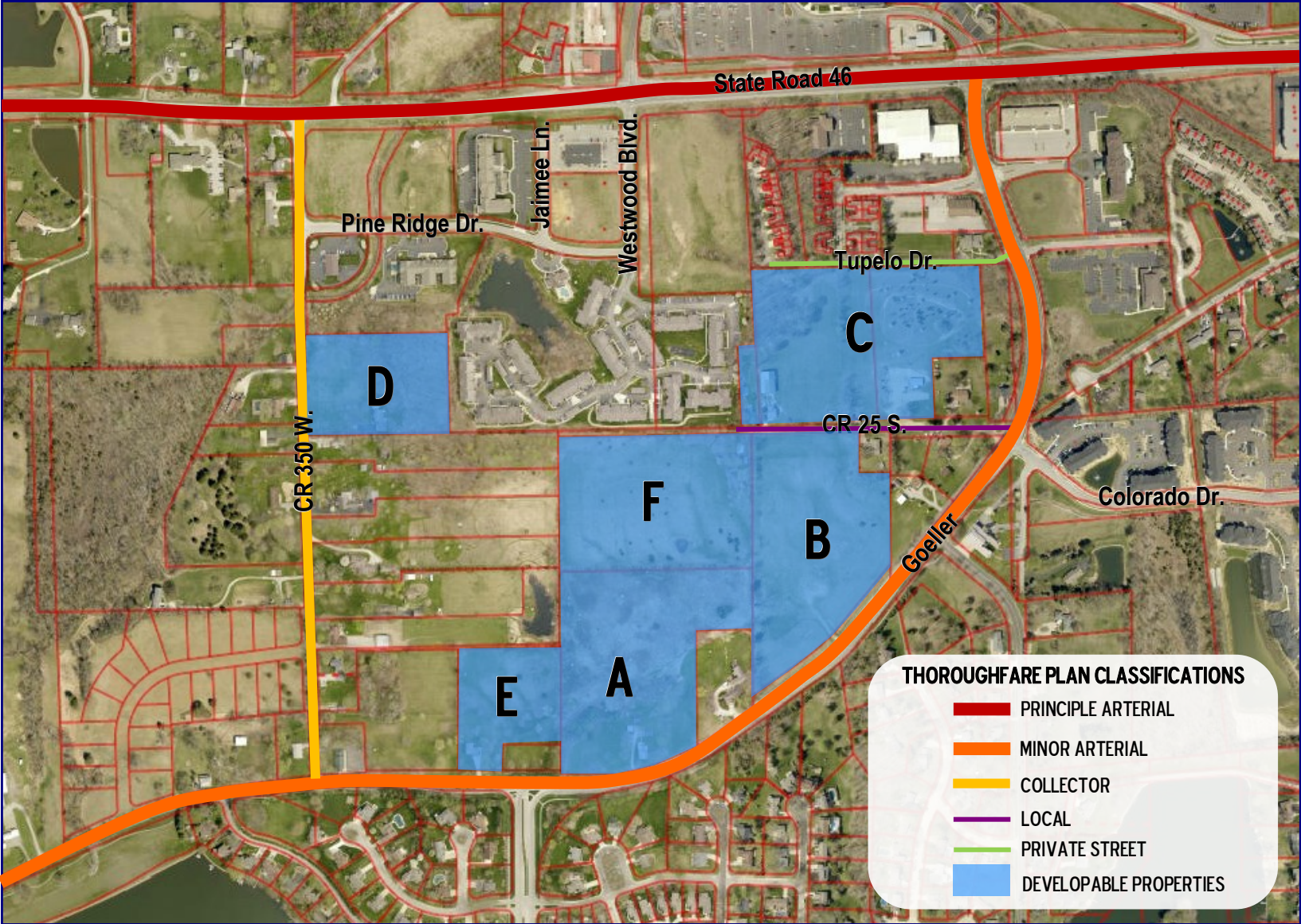
**Western Gateway Character Area:** Properties C and D are located within this character area. The Western Gateway character area is identified as the primary entry corridor to Columbus and is predominately commercial in character.

**Western Hills Character Area:** Properties A, B, E, and F are all located within this character area. Historically, the primary uses in this area have been agriculture, open space, and woodlands, but the area is changing to rural residential and suburban. The Western Hills area is primarily residential in character, specifically, single-family residential. The Western Hills Character Area is expansive in size and this study area focuses on a very small portion of that area that is primarily comprised of single-family residential use.





EXISTING ROAD CONDITIONS



Motorists in this area will use either Goeller Boulevard or County Road 350 West to access State Road 46. Several of the potential developable properties also have frontage on County Road 25 South. The current Thoroughfare Plan identifies Goeller Boulevard as a Minor Arterial, County Road 350 West as a Collector, and County Road 25 South as a local street. The table to the right shows the existing road conditions for each of these roadways. Additionally, the County Highway Department has recently completed some improvements to County Road 350 West, which included removing trees blocking visibility in the right-of-way, replacing a culvert, milling down the top of a hill to improve visibility, and repaving the entire road between State Road 46 and Goeller Boulevard.

ACCESS HISTORY:

In the 2003 Thoroughfare Plan it recommended that County Road 25 South to connect to Terrace Lake Road and extend west to intersect with Tipton Lakes Boulevard. There is also an existing reserved right-of-way located on Property B that was could have been utilized for the future connection of County Road 25 South to Terrace Lake Road. In the current Thoroughfare Plan, which was completed in 2010, this extension of County Road 25 South was not included.

APPLICABLE THOROUGHFARE PLAN CLASSIFICATION DESCRIPTIONS:

**Minor Arterial:** Provides a moderate degree of mobility and connects major destinations and development within the community. The design of minor arterials should emphasize a balance between mobility of all users and access to individual properties. Traffic capacity can be up to 20,000 vehicles per day on multi-lane facilities.

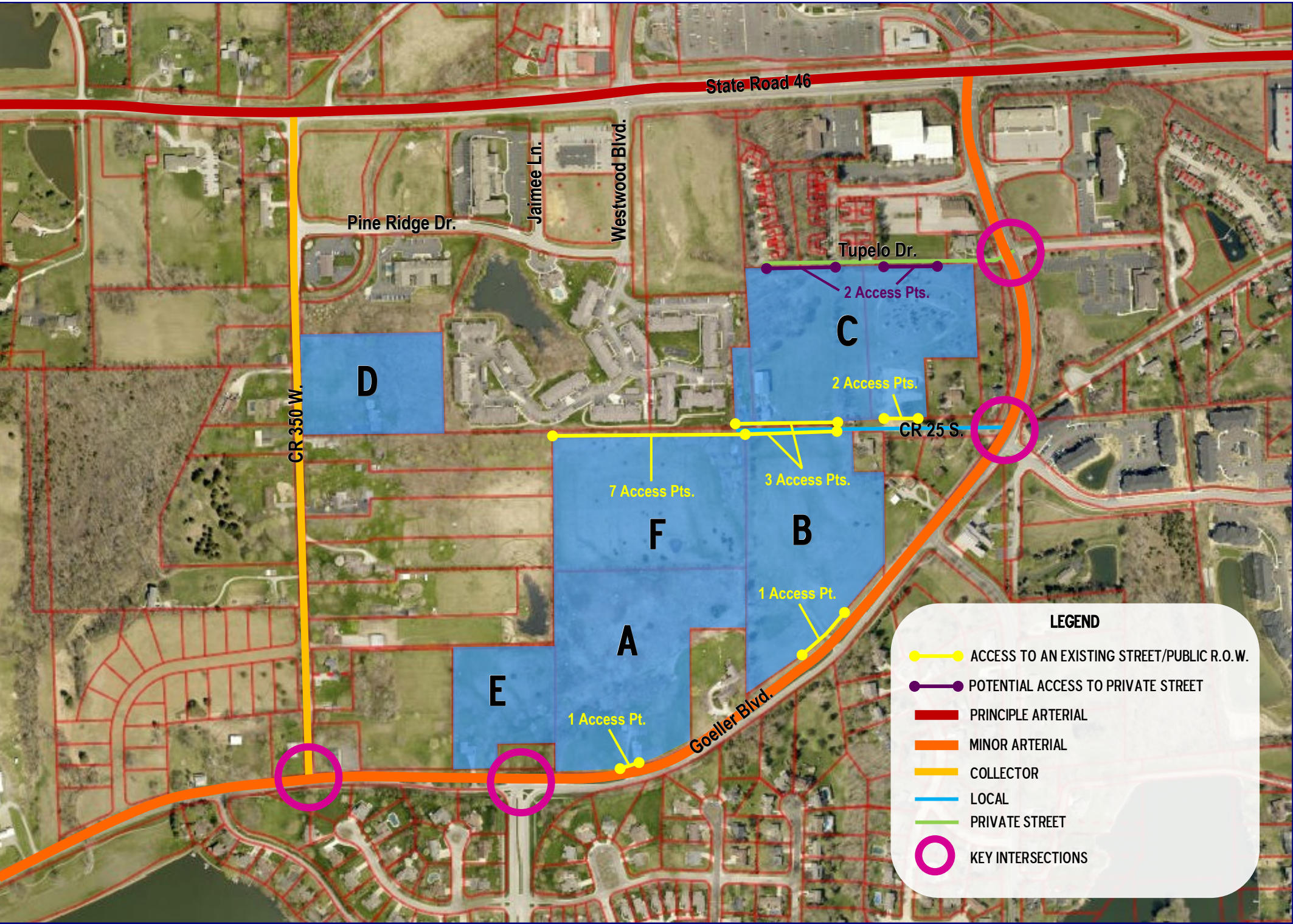
**Collector:** These connect local street with arterial streets and the capacity may be as much as 8,000 vehicles per day.

**Local:** The design features of local streets are influenced less by traffic volume and more by local access and community livability. Mobility on local streets is typically incidental and

ROAD CONDITIONS	Goeller Boulevard		County Road 350 West		County Road 25 South	
	Existing	Recommended	Existing	Recommended	Existing	Recommended
Right-of-Way Width	Varies between 50' - 100'	90'	Varies between 30' - 57'	65'	Varies between 24' - 75'	50'
Pavement Width	44'	24' - 48'	19'	20'	14'	17'
Curb & Gutter	Curb Only	4'	None	4'	None	4'
Travel Lanes	4	2 - 4	2	2	Not Marked	2
Lane Width	11'	12'	9.5'	10'	Not Marked	8.5'
Sidewalk	6' Sidepath on the south side of the street.	5'	5' Sidewalk only along frontage of Stonehaven Subdivision.	5'	None	5'



# ACCESS LIMITATIONS



The Zoning and Subdivision Control Ordinances have specific requirements in regards to the separation of intersections and access points. The intent of these separation requirements is to minimize traffic conflicts and improve traffic circulation.

The properties located within the focus area that have been identified as potential development properties do have some limitations on access due to the large number of existing access points and the lack of public street frontage.

Taking the following requirements into consideration and the purpose of this study, the map to the left shows the possible locations for access assuming these properties were to be developed as multi-family residential or commercial use. If a new public street were proposed, it could possibly change the potential access locations for the property depending on the proximity of the new street to existing street intersections. The yellow lines on the map indicate the areas of potential access that may be permitted. Properties D and E do not have adequate frontage to provide access that would meet the required separation distances, but they would be allowed one access per the Zoning Ordinance.

### ZONING ORDINANCE REQUIREMENTS:

If a single property were proposed to be developed, the Zoning Ordinance requires the following minimum access separation distances depending on the use of the property and the classification of the street or road.

#### Street Access to a Farm and Single & Two-Family Residential Uses:

- Local Street: None
- Collector Street: 50 feet
- Arterial Street: Prohibited

#### Street or Road Access to Multi-Family and Non-Residential Uses:

- Local Street or Road: 100 feet
- Collector Street or Road: 200 feet
- Arterial Street of Road: 400 feet

### SUBDIVISION CONTROL ORDINANCE REQUIREMENTS:

If a property was proposed to be subdivided as a major subdivision that included a public street, the Subdivision Control Ordinance requires the following minimum separation distances for street intersections.

- Local: 200 feet
- Collector: 300 feet
- Minor Arterial: 400 feet
- Principle Arterial: 600 feet



# INTERSECTION PROFILES

COUNTY ROAD 25 S. & GOELLER BLVD.



Looking West at Intersection



Looking North from Intersection



Looking South from Intersection

**POSITIVES:**

- The intersection is aligned with Colorado Drive.
- There is sufficient intersection sight distance looking to the south from the intersection.

**NEGATIVES:**

- Where County Road 25 South intersects with Goeller Boulevard, it curves to the southeast and is at a steep slope.
- The intersection is located at the inside of a small radius curve of Goeller Boulevard that creates poor sight visibility to the north from the intersection.
- County Road 25 South at the intersection is narrow which makes it difficult if there is a car waiting to turn out of the intersection and one is turning onto County Road 25 South.

TUPELO DR. & GOELLER BLVD.



Looking West at Intersection



Looking North from Intersection



Looking South from Intersection

**POSITIVES:**

- The intersection is aligned with the Tupelo Drive across the street.

**NEGATIVES:**

- Tupelo Drive west of Goeller Boulevard is a private street that is not controlled or maintained by the City.
- There is poor sight visibility looking to the north from the intersection due to a hill.
- The overgrown vegetation and bank south of the intersection creates poor sight visibility for motorists turning left from the intersection.



# INTERSECTION PROFILES

## TIPTON LAKES BLVD. & GOELLER BLVD.



- POSITIVES:**
- There is sufficient sight clearance looking to the west and east from this intersection.
  - The right turning lanes onto Tipton Lakes Boulevard and onto Goeller Boulevard improve traffic circulation at the intersection and minimize the potential for a queue of cars at the intersection waiting to access Goeller Boulevard.
- NEGATIVES:**
- The current intersection configuration (multiple lanes and turn lanes) makes pedestrian crossing difficult. The multiple lanes leave pedestrians unprotected when crossing the street.

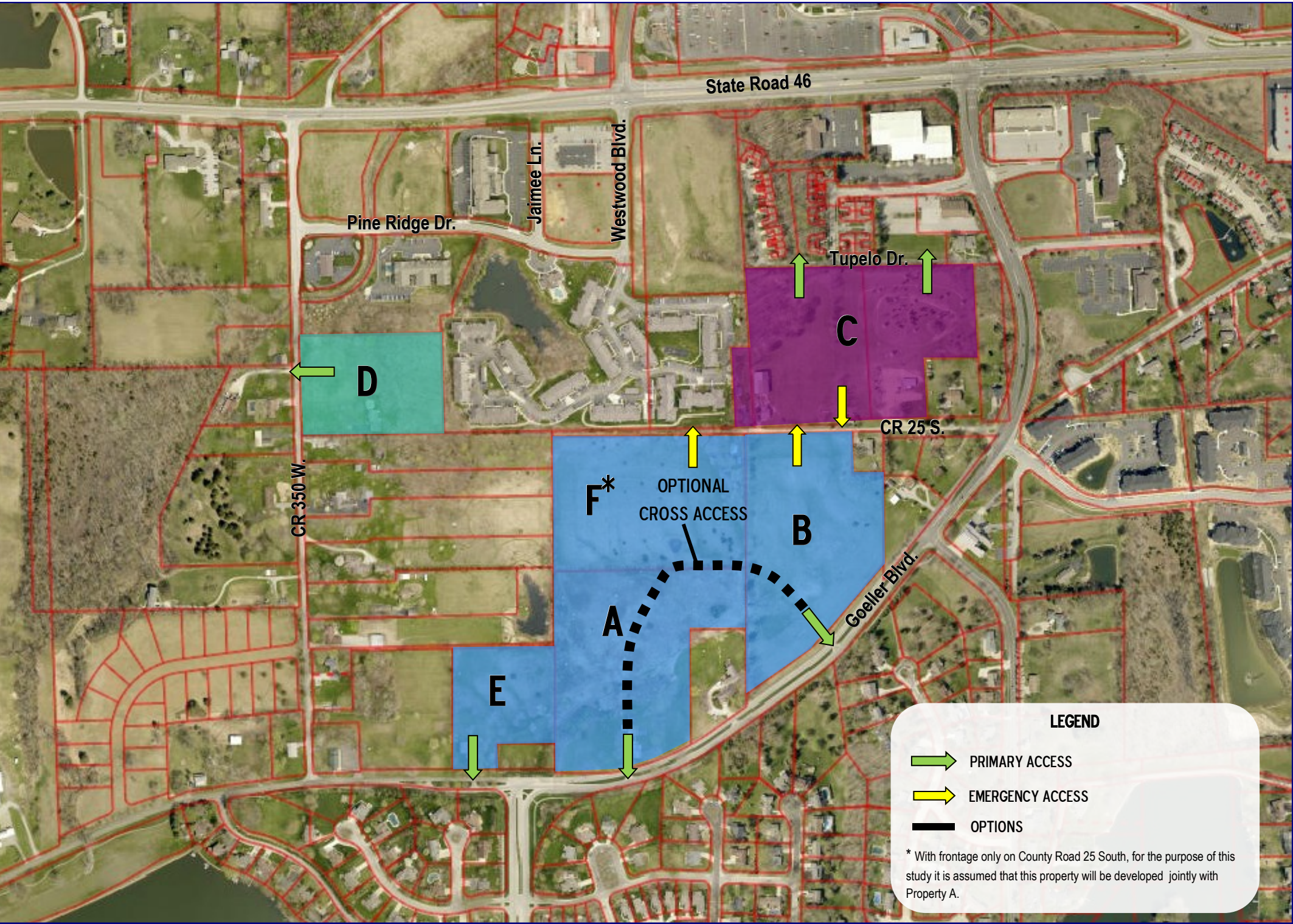
## COUNTY ROAD 350 W. & GOELLER BLVD.



- POSITIVES:**
- County Road 350 West was recently improved by the Bartholomew County Highway Department. Those improvements included the following:
    - Street was resurfaced
    - Trees within the right-of-way blocking visibility were removed.
    - The hill by the Stonehaven Subdivision entrance was lowered to improve visibility.
    - A culvert was widened and replaced.
    - Edge lines have been marked.
- NEGATIVES:**
- There is very poor sight visibility looking to the east from the intersection due to a hill, which makes a left turn very difficult for motorists. Additionally, vehicles traveling west on Goeller Boulevard become hidden by the hill.
  - The sight clearance to the west is partially obstructed due to overgrown vegetation and a hill on Goeller Boulevard.
  - The intersection is steep where County Road 350 West intersects Goeller Boulevard.



# ACCESS CONCEPT #1: INDIVIDUAL PROPERTY ACCESS



Concept #1 shows Properties A, B, and E accessing Goeller Boulevard. The existing frontage on Property E would not be able to meet the required access separation, but would be allowed an access per the Zoning Ordinance at the least hazardous location.

In Concept #1, Property C shows primary access being provided by Tupelo Drive. This section of Tupelo Drive is currently a private street and not controlled or maintained by the City. For Property C to utilize this street for access they would either need to get permission from the easement holder or the street would need to be converted to a public street.

Property D only has frontage on County Road 350 West. However, as shown on the Access Limitations map, this property would not be able to have an access point that meets the required 200 feet of separation due to the existing drives on adjacent properties. However, this property would be permitted one access point per the Zoning Ordinance at the least hazardous location.

Concept #1 also shows County Road 25 South as an emergency access only for Properties B, C, and F.

### CONCEPT #1 OPTION:

The map shows a black dashed line between Properties A, B, and F indicating a possible shared cross access between the three properties. By providing a cross access between these three properties it would allow for each property to have two access points to Goeller Boulevard that would meet the required 400 feet of separation specified in the Zoning Ordinance.



# ACCESS CONCEPT #2: TIPTON LAKES BLVD. / GOELLER BLVD. INTERSECTION IMPROVEMENTS

There is a 1/2 acre property directly north of the intersection of Goeller Boulevard and Tipton Lakes Boulevard that is currently under the ownership of Tipton Lakes. Concept #2 acknowledges the opportunity to create a full intersection at Tipton Lakes Boulevard and Goeller Boulevard by utilizing this property. Properties A, F, and E could access Goeller at a controlled point. This intersection may need to be improved to include a traffic light or some other control device.

This option would allow Property E to gain access to Goeller that would meet the required separation distance that it is unable to get from it's existing frontage.

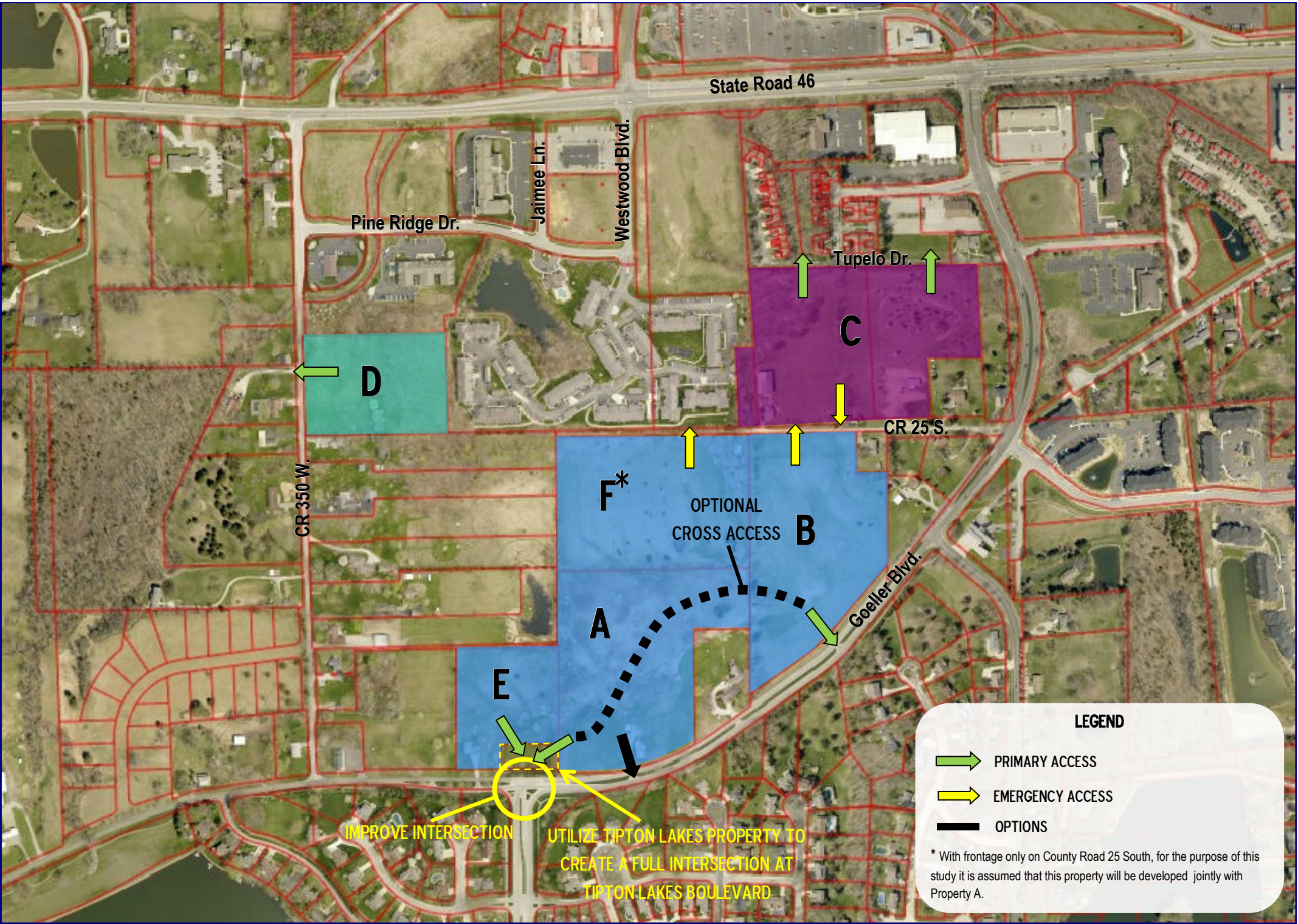
Similar to Concept #1, this access concept also shows Property D utilizing County Road 350 West for access and Property C utilizing Tupelo Drive.

### CONCEPT #2 OPTION A:

The map also shows a black dashed line between Properties A and B, similar to Concept #1, indicating a possible shared cross access between the two properties. By providing a cross access between these two properties it would allow for both properties to have two access points to Goeller Boulevard that would meet the required 400 feet of separation in the Zoning Ordinance.

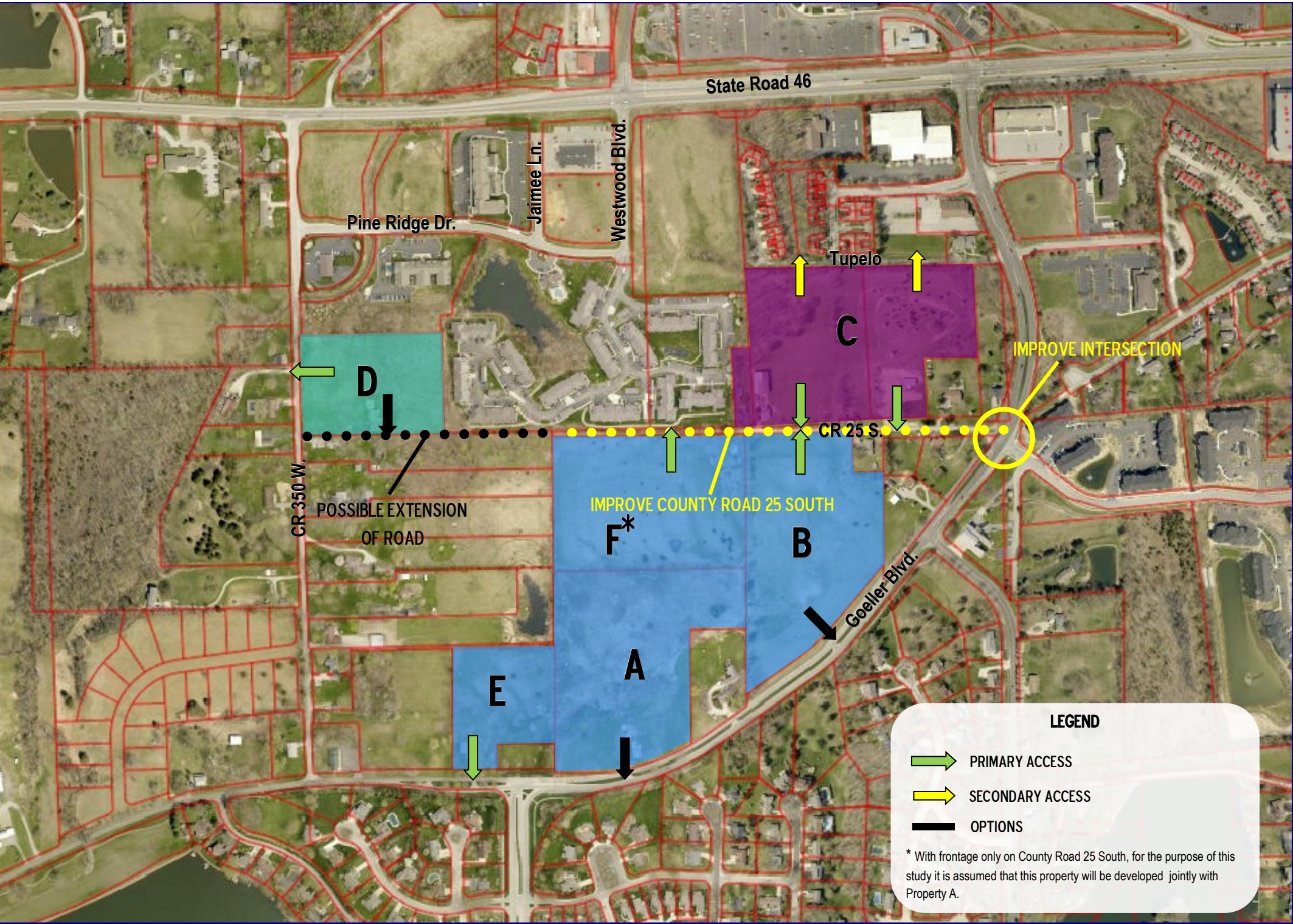
### CONCEPT #2 OPTION B:

This would also potentially allow Property A to have a second access point (indicated by the black arrow on the map) to Goeller at the existing access point that is right-in-right-out only because a left turn would be able to be made at the Tipton Lakes Boulevard intersection.





# ACCESS CONCEPT #3: 25 SOUTH / GOELLER BLVD. INTERSECTION IMPROVEMENTS



Concept #3 recommends that Properties A, B, C, and F utilize County Road 25 South as their primary access point. Currently, County Road 25 South is 14 feet wide and dead ends at the northeast corner of Property A. This road currently provides access to 8 single-family homes. If this road were to be utilized as the primary access for Properties A, B, C, and F in the future it would be necessary to improve the road to meet the current standards for a Local street, including acquire right-of-way in order to make the improvements.

If County Road 25 South was improved and extended along the frontage of Property A, this would most likely allow for at least 2 access points for each property because there are not many existing drives onto the road to create a separation issue.

In addition to improvements to County Road 25 South, there would also need to be improvements made to the intersection at Goeller Boulevard. Due to the poor sight visibility and the existing curve on Goeller Boulevard, this intersection would most likely require significant improvements.

In this concept, due to the limited frontages, Property D would still gain access from County Road 350 West and Property E would still need to access Goeller Boulevard.

### CONCEPT #3 OPTION A:

The map shows a black dotted line between County Road 350 West and the end of the County Road 25 South right-of-way indicating a possible extension of the road. If right-of-way was able to be acquired at this location it would provide a different option for access for Property D instead of utilizing County Road 350 West where the required separation distance is unable to be met due to the amount of the property's existing frontage. This extension would also allow for the traffic generated from Properties A, B, and C to utilize County Road 350 West to get to State Road 46 to alleviate some of the traffic congestion at the Goeller Boulevard and State Road 46 intersection.

### CONCEPT #3 OPTION B:

With this concept, Properties A and B could potentially have a second access (indicated by the black arrows on the map) to the properties from Goeller Boulevard. This option would also allow Property D having access to County Road 25 South if it was extended and improved.



# APPLICABLE POLICIES

## COMPREHENSIVE PLAN GOALS & POLICIES:

The City of Columbus Comprehensive Plan includes a Goals and Policies element that reflects the overall desires of the residents of the community. The goals and policies in the Comprehensive Plan were identified through public forums, surveys, and committee meetings and are intended to reflect the community's shared vision and to form the basis for land use and development decisions. The following goals and policies relate to community growth expectations and access demands and are applicable to this study:

### DEVELOPMENT PATTERNS:

**GOAL A-1:** Maintain the small-city atmosphere as the community grows.

**GOAL A-2:** Preserve and enhance the character of the community.

**POLICY A-2-3:** Ensure that development takes place in a manner which allows for preservation of farmland, open space, and significant natural features whenever possible and desirable. *This policy is intended to encourage creative subdivision design which protects natural features, proper buffering, and orderly development. It is not an anti-growth policy, nor does it mean that all farmland will be retained.*

**POLICY A-2-11:** Encourage all new development to be in scale (height, area, mass, setback, etc.) with its surroundings, determined on a neighborhood-by-neighborhood bases. *New development should be designed in a manner that is sensitive to the surroundings.*

**POLICY A-2-13:** Encourage growth to take place at a rate that enables the city to maintain the high quality of public services. *Growth that is too rapid would outpace the city's ability to provide services such as police, fire and trash pick-up, and it would strain facilities such as schools and parks.*

**POLICY A-4-3:** Prevent urban sprawl. *Sprawling development patterns waste land and cost tax dollars. Development should be compact and orderly.*

**POLICY A-4-5:** Prevent development in areas where such development would jeopardize health or safety. *Land subject to flooding, with inadequate sewage disposal or water supply, with inadequate access, or land with known environmental problems should not be developed.*

**POLICY A-4-7:** Encourage new development to take place in an orderly fashion to facilitate efficient provision of services at reasonable costs. *Public services, such as police and fire protection, school busing, trash pick-up, road maintenance, and snow removal all cost more when development is scattered rather than compact.*

### TRANSPORTATION & STREETS:

**GOAL F-1:** Provide a safe and efficient network of arterial and collector streets and a network of local and neighborhood streets which offer suitable access to property and safety for vehicular and pedestrian traffic.

**POLICY F-1-1:** Reduce points of traffic conflict on public streets through driveway and intersection separation requirements. *Traffic flows more smoothly and safely when there are fewer points of conflict and fewer places where turning movements take place. Proper spacing of driveways and intersections reduces these conflict points and improves traffic safety.*

**POLICY F-1-2:** Improve traffic flow on arterial and collector streets by proper location and spacing of traffic signals and through proper geometric design of streets and intersections. *Streets should be well-engineered for safety. Signals and other traffic control devices should be installed where needed, and streets and intersections should be properly designs for sight distance.*

## THOROUGHFARE PLAN POLICIES:

The City of Columbus Thoroughfare Plan has a list of policies that are intended to be complementary to and coordinate with the Thoroughfare Plan Map. They are intended as a supplement to the other elements of the City's Comprehensive Plan. The following Thoroughfare Plan goals are applicable to this study:

### GOAL #1 - COMPLETE STREET SYSTEM:

The City of Columbus recognizes that each street is a system of inter-related components serving a wide variety of users. These street system components may include, but are not limited to vehicle travel lanes, bicycle travel lanes, drainage facilities, utilities, sidewalks, street trees, on-street parking, street signs, and lighting. Street users include passenger vehicles, delivery vehicles, buses, emergency vehicles, bicycles, and pedestrians. Each street should be designed and maintained with thoughtful consideration of each likely user and the component's that are appropriate as part of that particular street system. Careful consideration should also be given to the relationships between the street system components and the effects that they have on each other's efficiency and functionality.

### GOAL #3 - INFILL DEVELOPMENT:

The Thoroughfare Plan recognizes the importance of infill development in maximizing the value of existing street system. Infill development is characterized as the initial development of re-development at a higher intensity of properties already located within the City of Columbus. New or expanded use of these locations reduces street installation and maintenance cost by making use of existing infrastructure. This Plan supports flexibility in addressing the access needs and traffic patterns that may result from infill development.

### GOAL #5 - ACCESS MANAGEMENT:

In order to improve traffic safety and to protect the functional integrity of the street system, the Thoroughfare Plan recognizes the importance of careful management of the location, design, and operation of driveways, intersections, and approaches. The objectives of access management are as follows:

- Reduce traffic congestion.
- Preserve the flow of traffic.
- Improve vehicle, bicyclist, and pedestrian safety and reduce the frequency of accidents.
- Preserve existing street capacity.
- Preserve the public investment in the transportation infrastructure.

### GOAL #9 - CROSS EASEMENTS:

Cross easements are agreements among or between private land owners for purpose of allowing access to adjoining parcels without utilizing public streets. The City does not regulate the use of cross easements. Cross easements can reduce congestion on streets and can allow shared use of parking facilities. Cross easements are encouraged in commercial areas.

### GOAL #11 - PRIVATE STREETS:

The Thoroughfare Plan recognizes that existing private streets are currently found within the City of Columbus and that, in some cases, new developments may prefer to use private streets. The creation of new private streets is discouraged due to concerns for overall connectivity of the City's neighborhoods, as well as long term maintenance issues. Local government does not receive motor fuel tax or vehicle registration funds for maintenance of private streets; with these receipts being the primary funding source for public street maintenance. Private streets, therefore, should not receive snow removal, street sweeping, patching, repaving, or street lighting from the City. Each of these functions must be performed privately. If any private streets are developed, they should be designed, constructed and inspected in compliance with the City standards for public streets. This ensures both traffic safety and reserves the possibility that the City could accept these streets as public upon the request of future area residents.